Presentation on

Regulation of Aizawl Urban street management

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Need of study

- Need of proper planning guide and work out solutions.
- The existing infrastructure of roads had reached it maximum capacity.
- Attract the attention of Authorities.

Aim of the study

- To study the regulation of urban street in Aizawl to minimize traffic congestion.

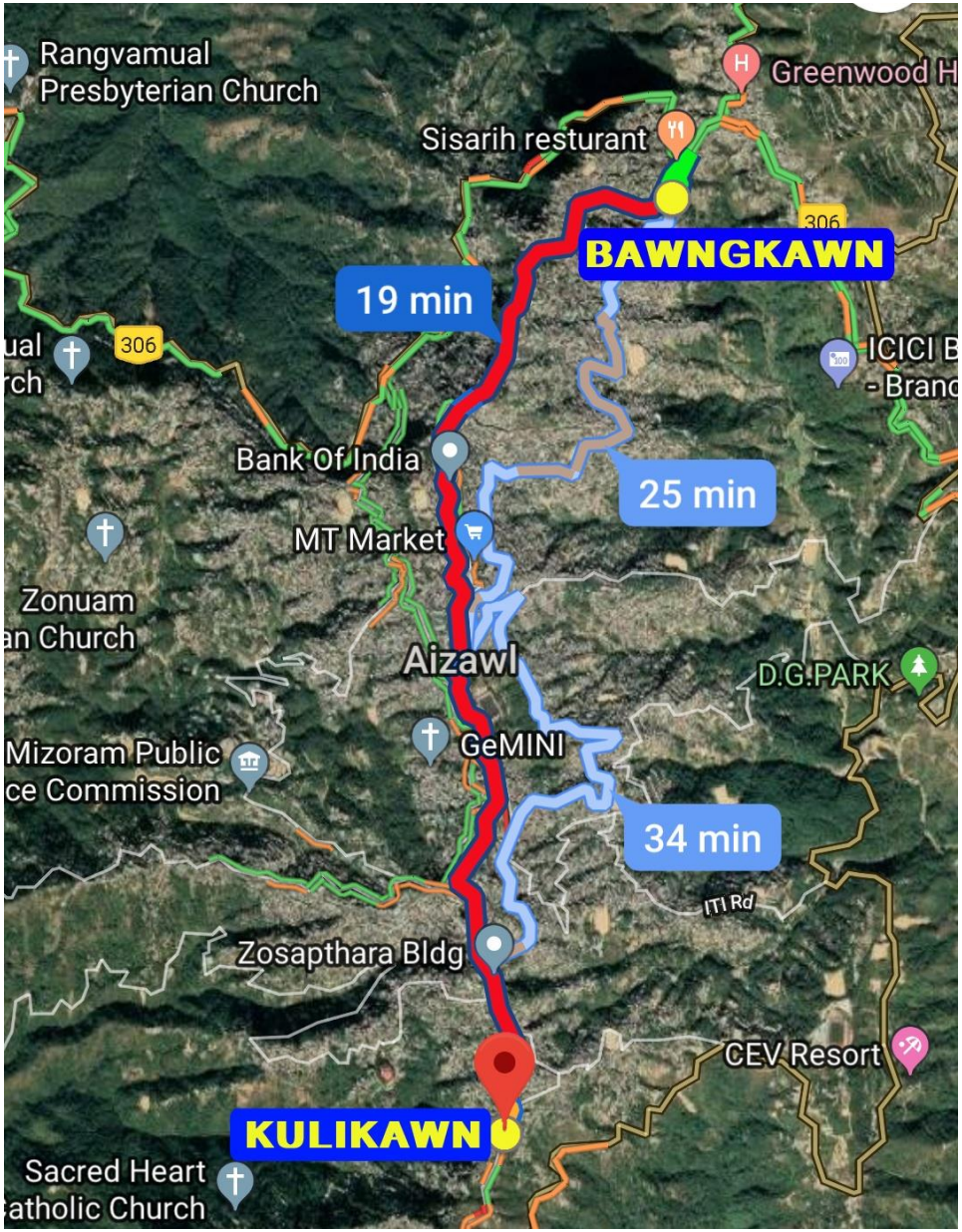
Study area and stretch

1. Length- 6.6 kms
2. Av ROW- 10.5m
3. Av C/W- 7.25m
4. Speed:

a). Peak hour- 2 hrs, speed= 3.3km/h

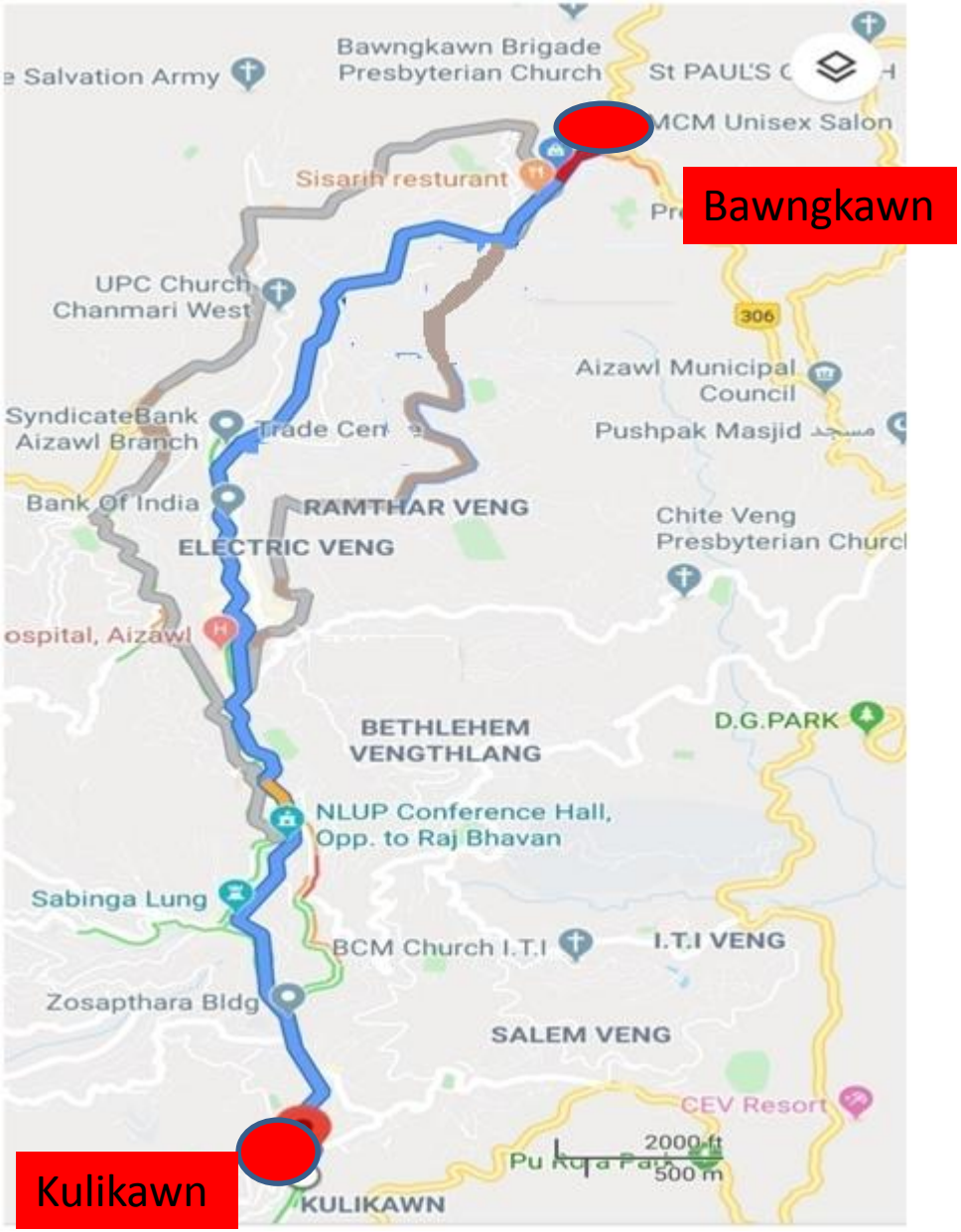
b). Off peak- 19 mins, speed= 20km/h

5.Land use: Mixed (Residential and commercial)



Traffic Jam Prone Areas in Aizawl City

- Map shows major roads connecting **North-end** and **South-end** of **Traffic Jam Prone Areas in the City.**
- Average distance : **6.6 kms** approx.
- Width of the roads ranges from **6m to 9m.**
- Average Width of roads : **7.25 m.**
- For roadside Parking : **2 m.**
- Average usable road width : **5.25m.**
- Best time in Zero hours : **19 mins.**
- During Peak hours : **2 hrs+**



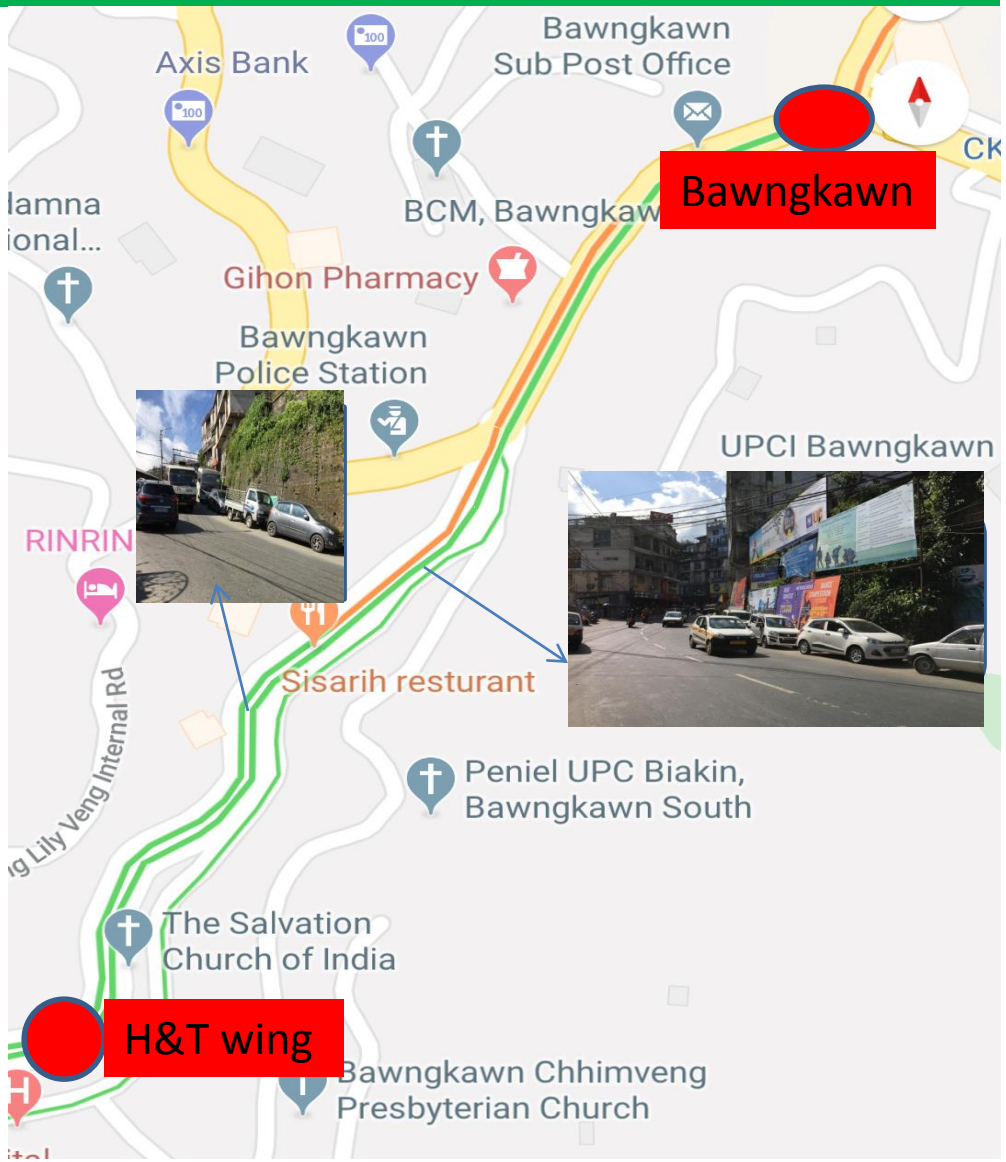
Prone Areas:

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7
- Area 8
- Area 9
- Area 10
- Area 11
- Area 12

1.Bawngkawn Traffic point – H & T Wing, Chaltlang

- **Length: 0.82kms**
- **Average Width : 6.10m**
- **No. of vehicles parked along roadside : 22 nos**
- **Time taken by vehicle to cover the distance during peak hours : 10mins**

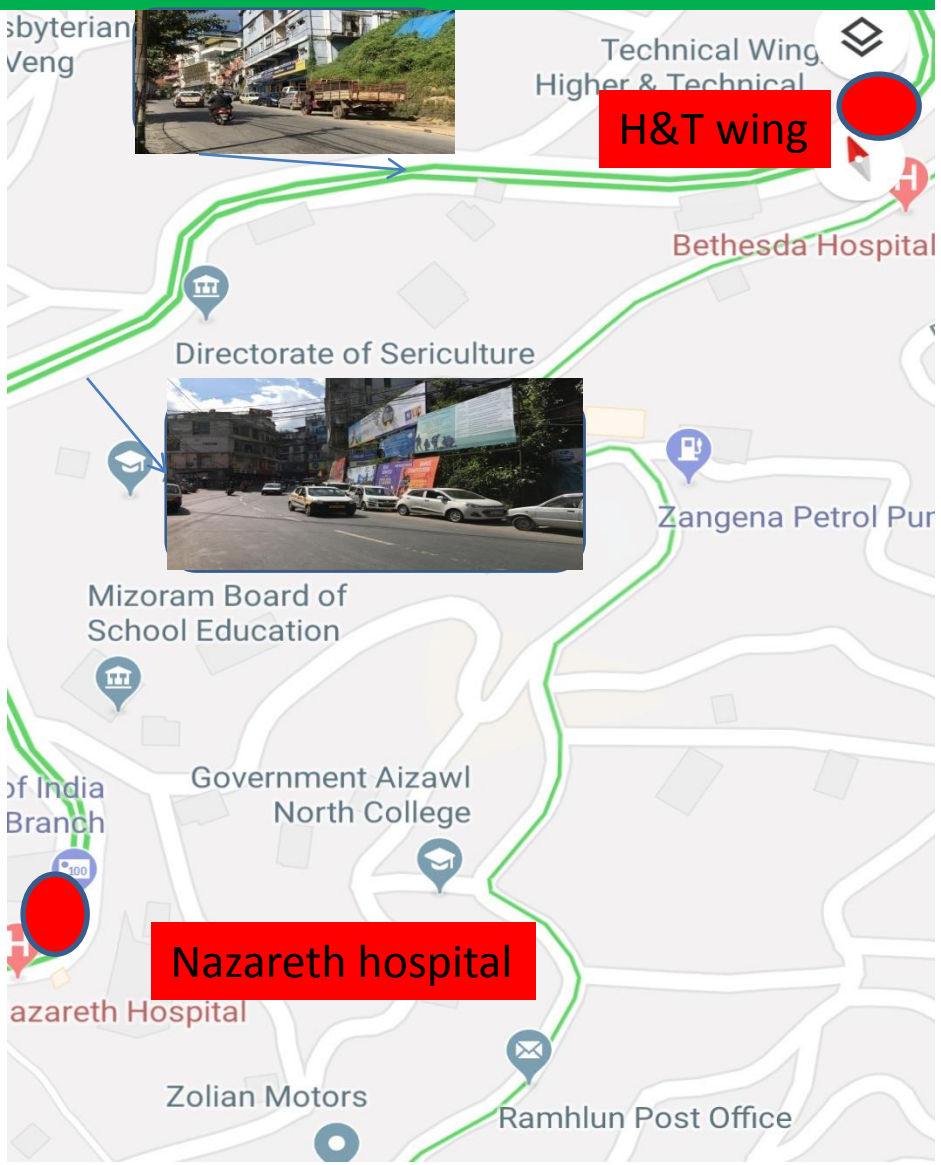
- ***(All Figures are approximate)***



2.Higher & Technical Wing Office – Nazareth Hospital

- **Length: 590 m.**
- **Average Width : 6.0m**
- **No. of vehicles parked along roadside : 12nos**
- **Time taken by vehicle to cover the distance during peak hours : 6mins**

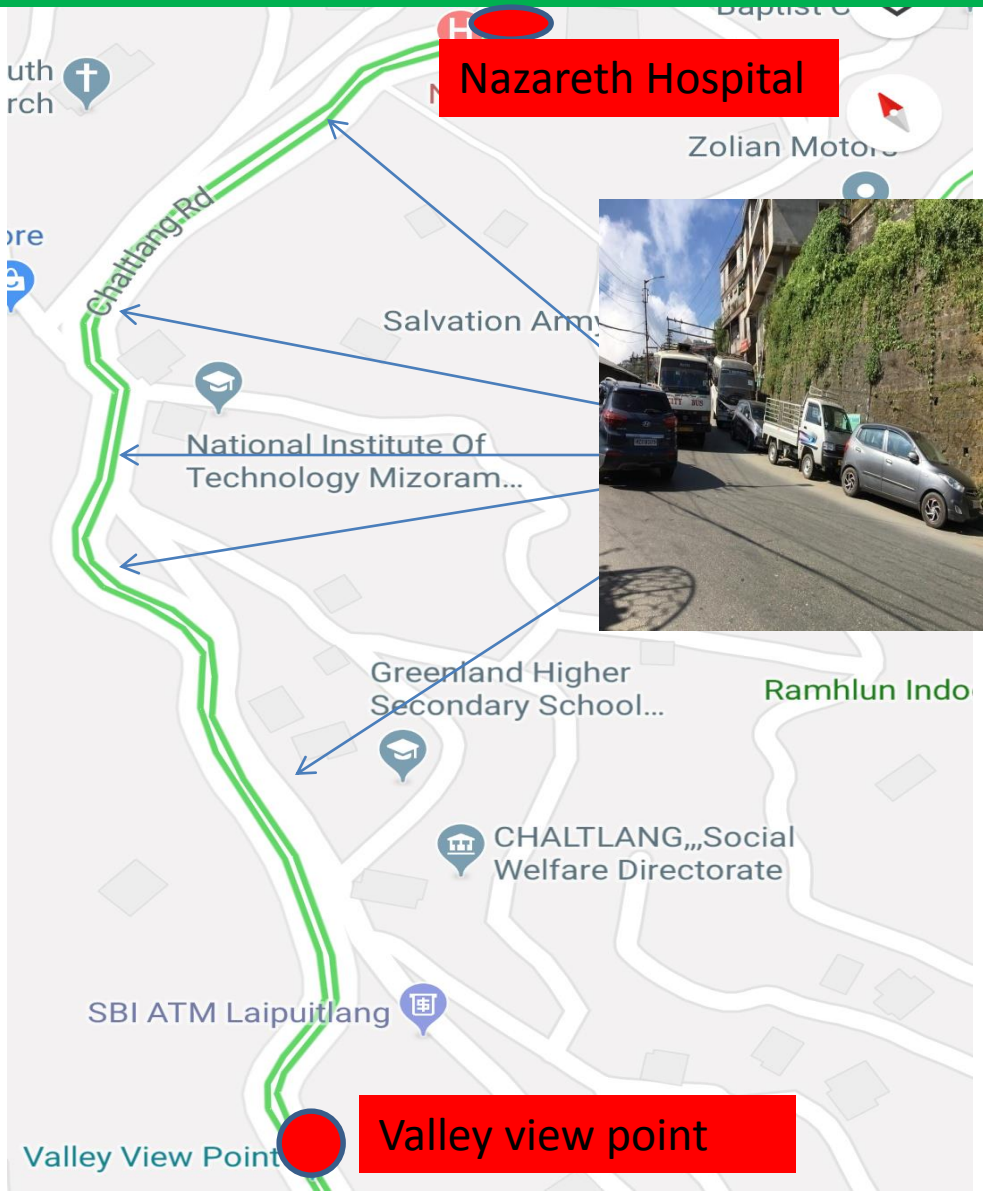
(All Figures are approximate)



3.Nazareth Hospital – Valley View Point

- **Length: 750m.**
- **Average Width : 6.2m**
- **No. of vehicles parked along roadside : 11 nos**
- **Time taken by vehicle to cover the distance during peak hours : 7mins**

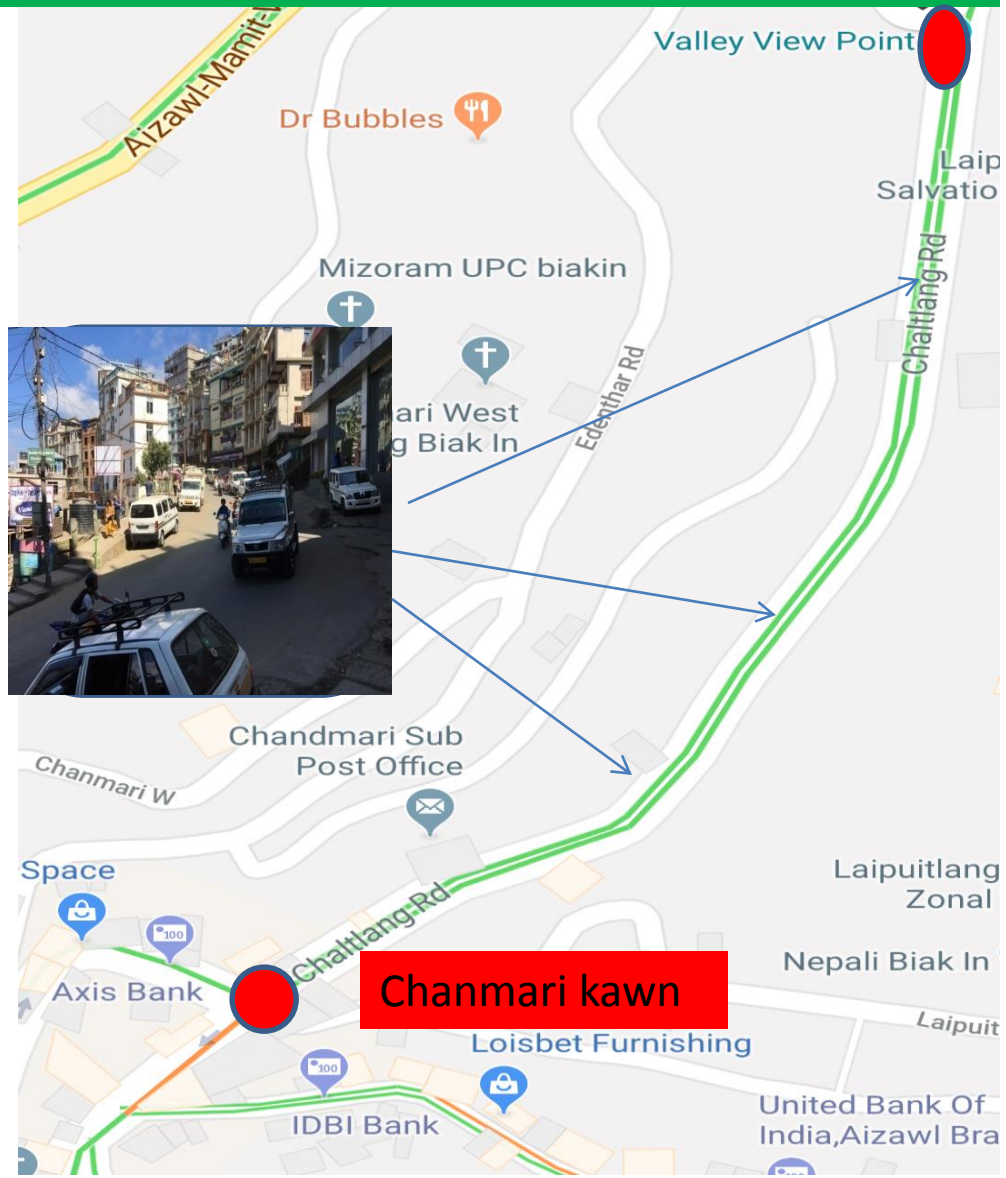
(All Figures are approximate)



4.Valley View Point – Chanmari Kawn

- **Length: 570m.**
- **Average Width : 6.3m**
- **No. of vehicles parked along roadside : 8nos**
- **Time taken by vehicle to cover the distance during peak hours : 6mins**

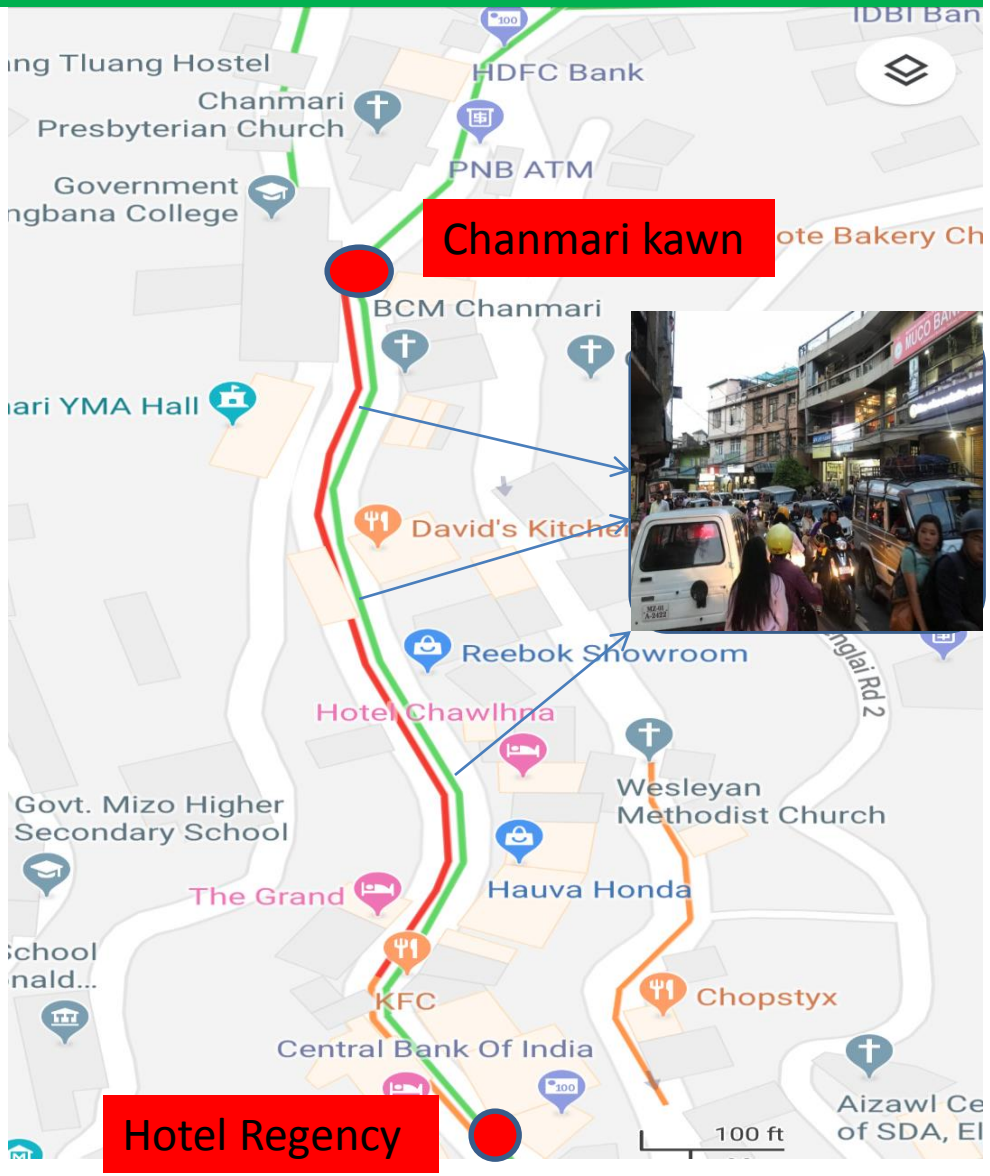
(All Figures are approximate)



5.Chanmari Kawn – Hotel Regency

- **Length: 600m.**
- **Average Width : 7.9m**
- **No. of vehicles parked along roadside : 21 nos**
- **Time taken by vehicle to cover the distance during peak hours : 9mins**

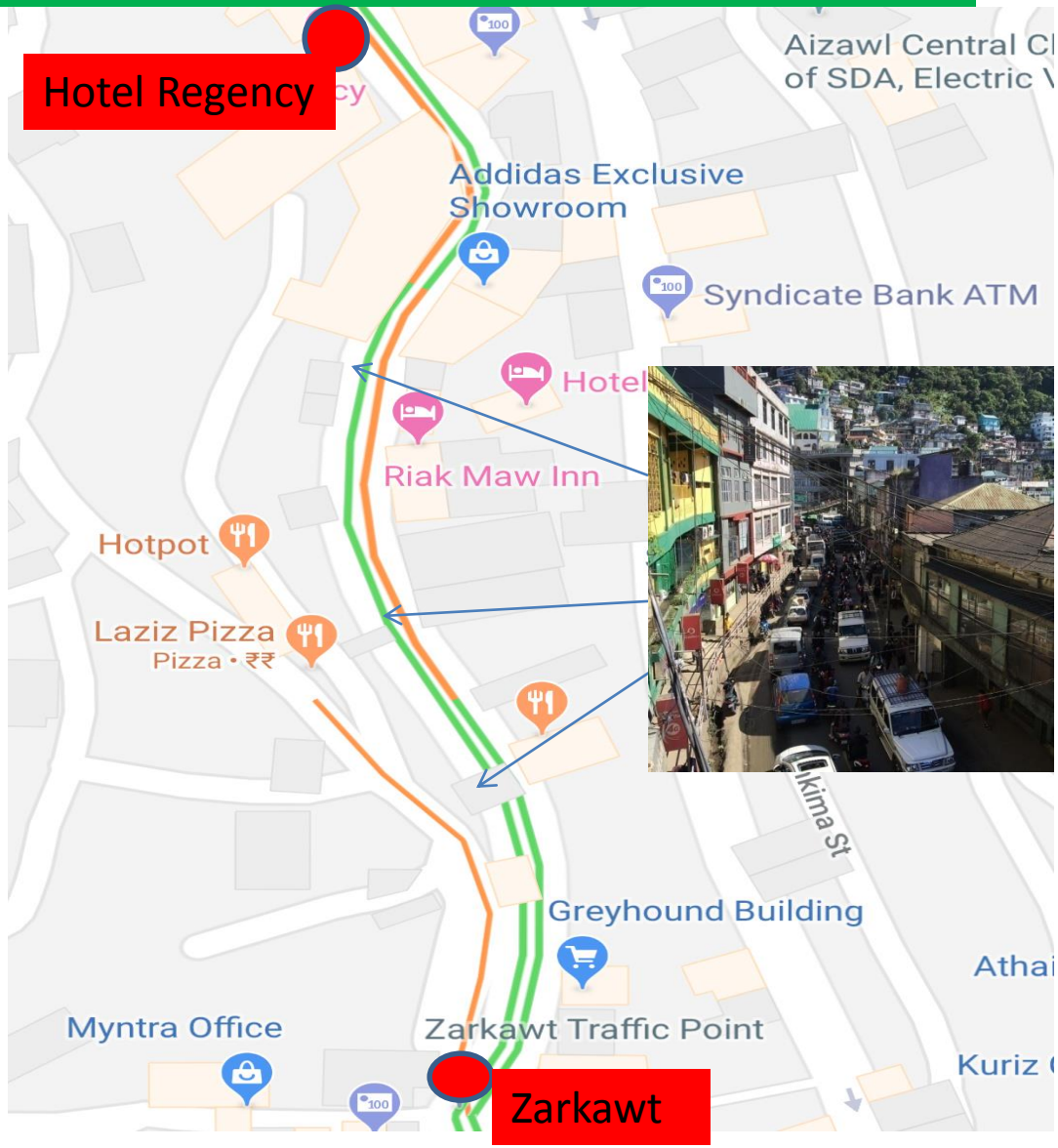
(All Figures are approximate)



6.Hotel Regency – Zarkawt Kawn

- **Length: 490m.**
- **Average Width : 8.0m**
- **No. of vehicles parked along roadside : 26nos**
- **Time taken by vehicle to cover the distance during peak hours : 10mins**

(All Figures are approximate)

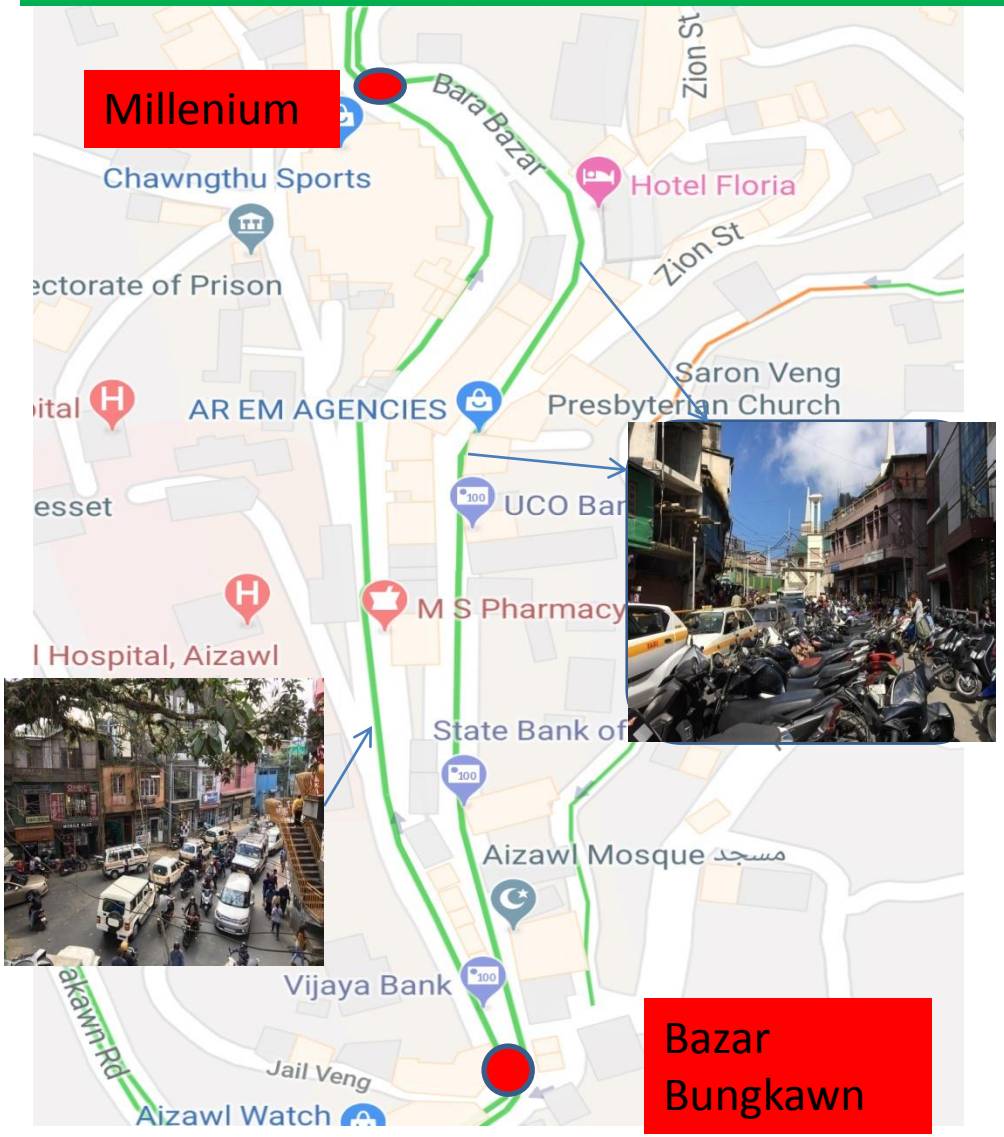


7.Zarkawt Kawn – Millenium Centre

- **Length: 200m.**
- **Average Width : 7.8m**
- **No. of vehicles parked along roadside : 20nos**
- **Time taken by vehicle to cover the distance during peak hours : 8mins**

(All Figures are approximate)

8.Millenium Centre – Bazar Bungkawn



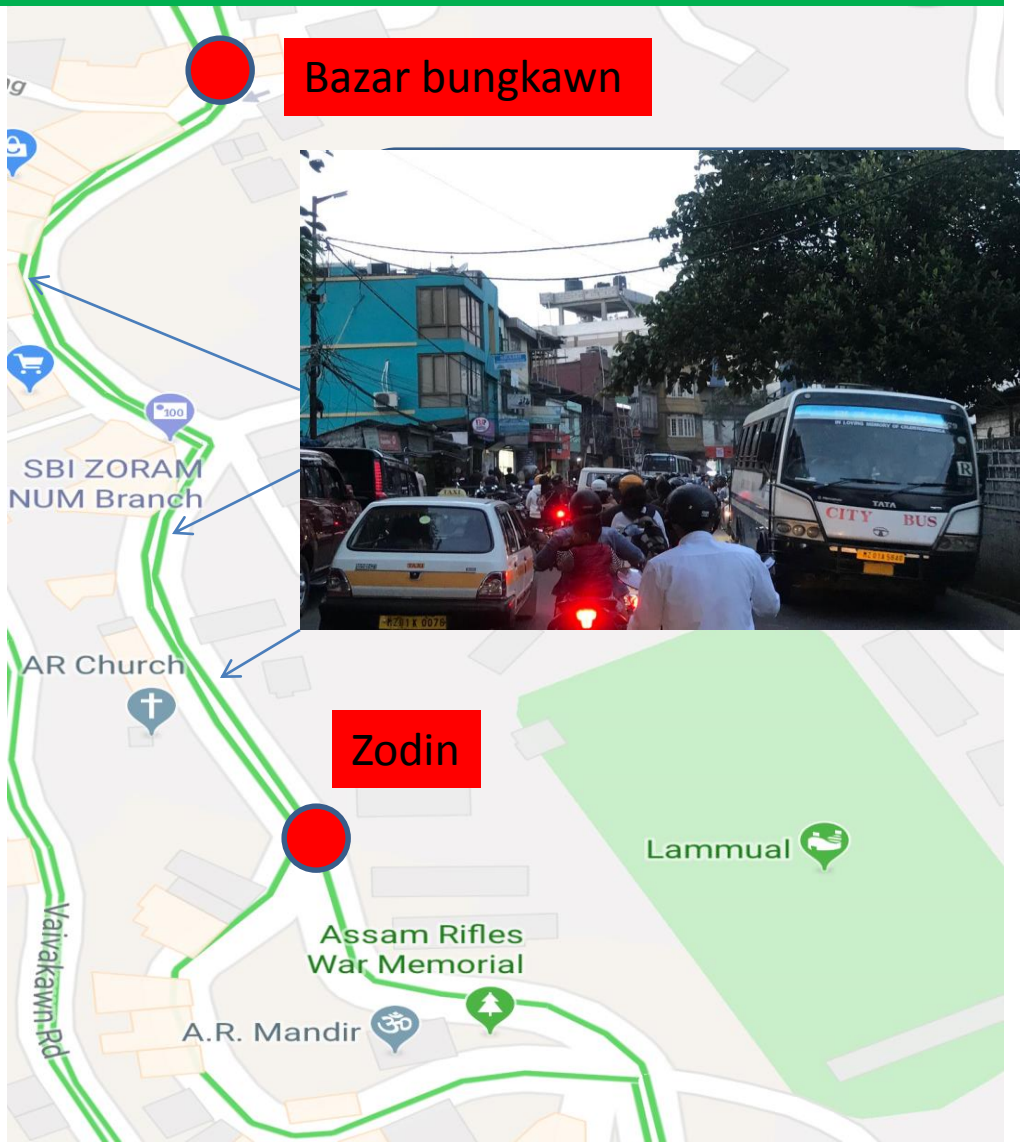
- **Length: 200m.**
- **Average Width : 9.2m**
- **No. of vehicles parked along roadside : 50nos**
- **Time taken by vehicle to cover the distance during peak hours : 6mins**

(All Figures are approximate)

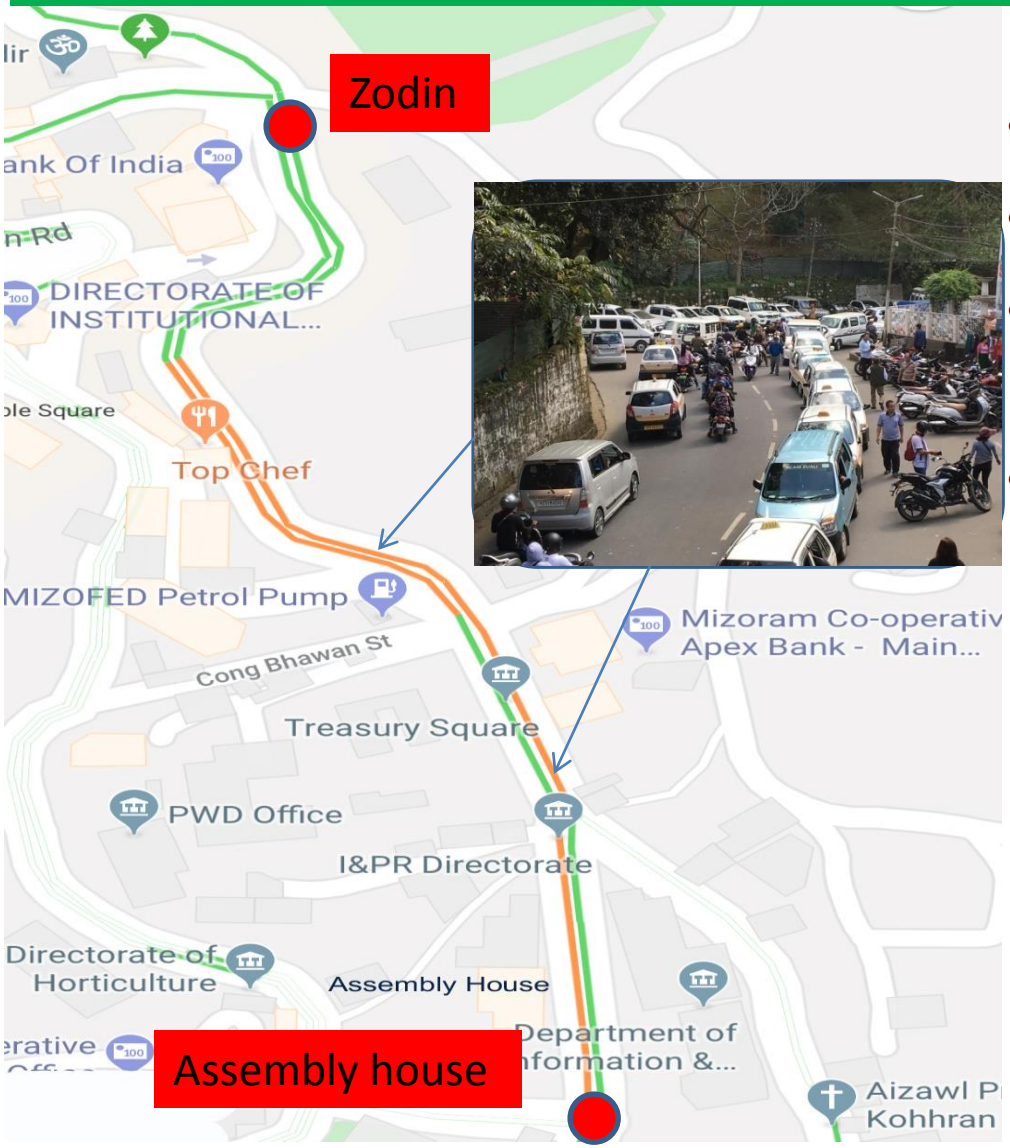
9.Bazar Bungkawn - Zodin

- **Length: 230m.**
- **Average Width : 9.3m**
- **No. of vehicles parked along roadside : 34nos**
- **Time taken by vehicle to cover the distance during peak hours : 10mins**

(All Figures are approximate)



10.Zodin – Assembly House



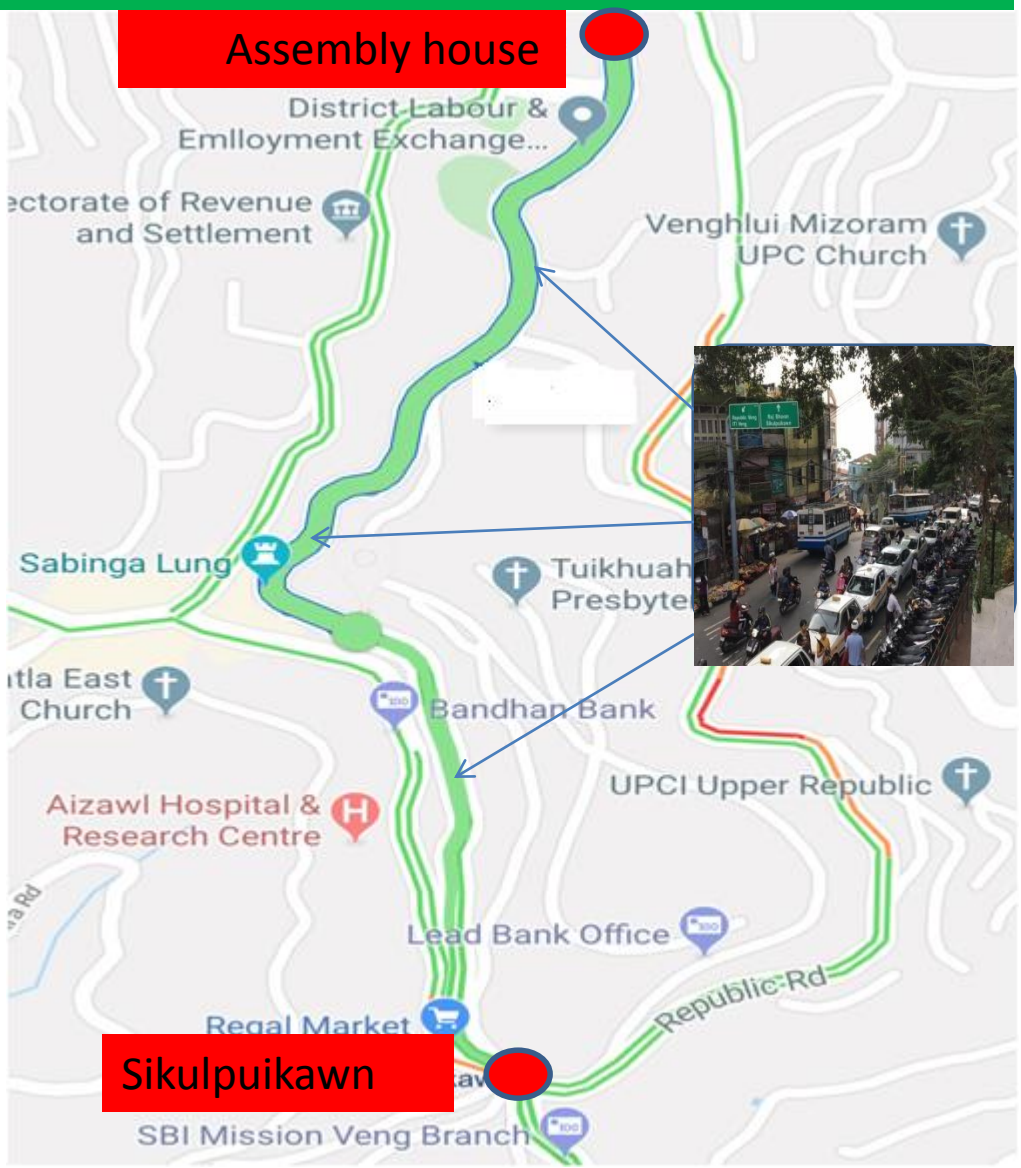
- **Length: 200m.**
- **Average Width : 9.6m**
- **No. of vehicles parked along roadside : 59nos**
- **Time taken by vehicle to cover the distance during peak hours : 9mins**

(All Figures are approximate)

11.Assembly House – Sikulpuikawn

- **Length: 950m.**
- **Average Width : 6m**
- **No. of vehicles parked along roadside : 99nos.**
- **Time taken by vehicle to cover the distance during peak hours : 15mins**

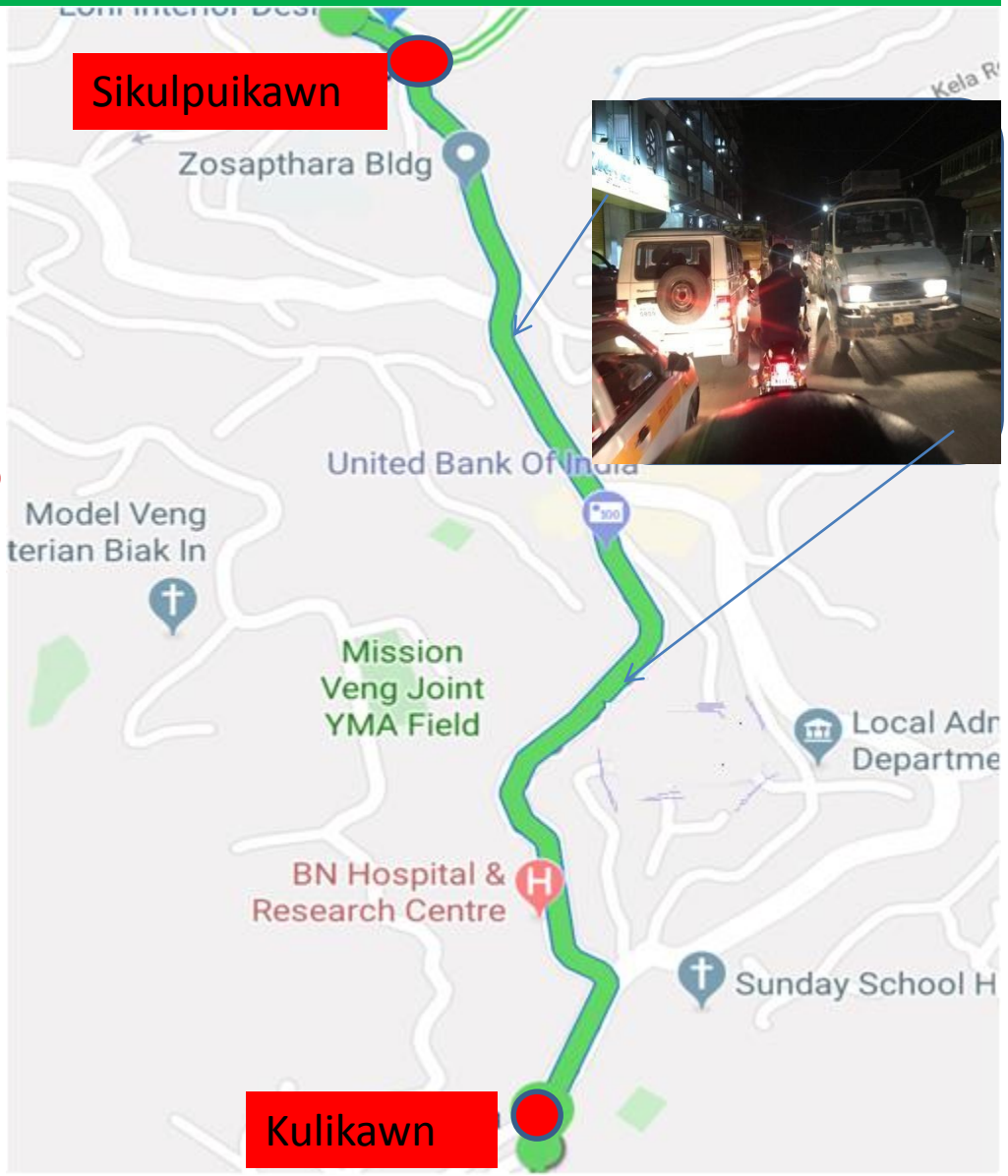
(All Figures are approximate)



12.Sikulpuikawn – Kulikawn

- **Length: 1 km.**
- **Average Width : 7.8m**
- **No. of vehicles parked along roadside : 63nos**
- **Time taken by vehicle to cover the distance during peak hours : 15mins**

(All Figures are approximate)

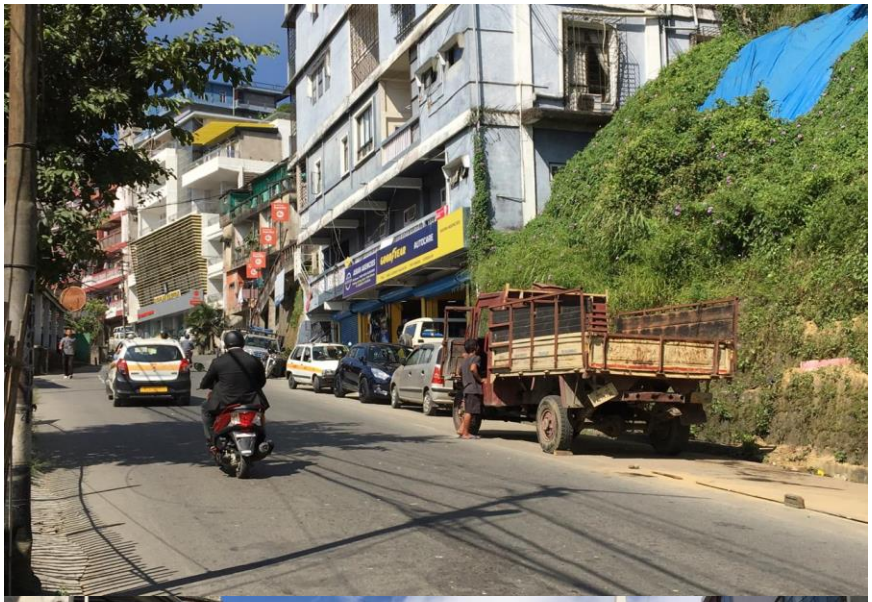


Analysis of parking

1. Most of the vehicle parking is on-street parking
2. Creation of off-street parking to relieve parking load from vehicle carriage way

Analysis of parking….

1. Approximately there are 425 nos. of vehicles park along the study areas.
2. Also it was observe that there are 1244 nos. of 2-wheelers park along the carriage way.



Analysis of congestion

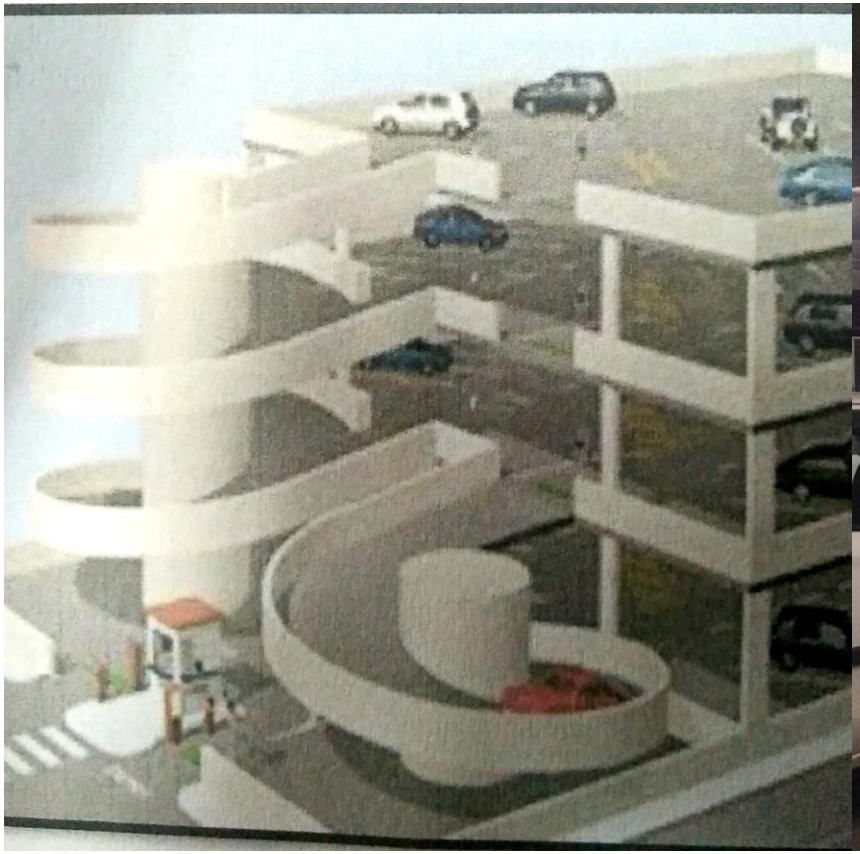
1. The on-street parking along the carriage way is one of the major contributor to the congestion.
2. Growing dependence on private transit and rapid increase in vehicle has exhausted the capacity of urban roads.
3. Average speed= (20+3.3)/2=11.65km/h

Analysis of Taxis

1. Presently Taxis are park at designated parking along the carriageway.
2. There are 3750nos of 4-wheeler taxi and 475nos of 2-wheeler taxi in Aizawl city.
3. It is assumed that 35% of the total taxis plies in the study area e.i. 1312 nos. of 4-wheeler taxis and 166 nos. of 2-wheeler taxis.

Proposal for regulation of urban street

1. Removal of on-street parking and instead converted for dropping zones.
2. Construction of off-street parking facilities at suitable locations
3. Providing separate platform of taxi parking in each of the Parking house. Improve the occupancy of taxi from 1.3 to 3.0 through govt. regulation.



Proposal for parking……

Construction of 12 nos. of multi- level car parking along the study stretches under state government (PAHOSS) to accommodate the removal from on-street parking (450 nos. of private car, 1244 nos. of private 2-wheelers, 70% 4-wheeler taxi i.e 0.70x1312=918 and 166 nos. of 2-wheeler taxi)

Conclusion and expectations

- There will be automatic increase of carriage way for vehicle flow
- Vehicle speed during peak hours is expected to increase from 3.3km/h to approximately 9km/h


Thank
You!